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## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

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COUNTRY East Germany

REPORT

SUBJECT Summary of the Investment Report of HV Schiffbau for July 1953

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1. Investment Plan of HV Schiffbau

## a. Status as of 25 July 1953.

Figures for the previous month are given in parentheses.

Description	Planned 000 DME	Actual 000 DME	% of Fulfillment
HV - Total	44,109 (36,385)	36,505.8 (29,004)	42.1 (33.5)
Main installations	42,081 (34,966)	35,073.8 (28,017)	43.0 (34.3)
Subsidiary installations	2,028 (1,419)	1,432 (986.9)	27.3 (19.3)
Cultural services	45 (20)	63.9 (40)	10.1 (6.3)
Social services - adult	571 (395)	504.4 (399)	37.4 (29.6)
Health	261 (138)	37.8 (12)	5.5 (1.8)
Youth Services	878 (607)	575.7 (320)	25.8 (15.1)
Youth and Sport	273 (259)	250.2 (214.8)	72.5 (65)

25 YEAR RE-REVIEW

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b. Status of the HV Main Projects

Warnowerft	14,712 (12,289)	12,942 (10,791)	52 (43.4)
Mathias - Thesenwerft	11,985 (9,650)	13,172.5 (10,792)	50.5 (39.1)
Neptunwerft	4,259 (3,239)	1,756.3 (1,239)	20 (14.1)
Werft Gehlsdorf	2,087 (1,619)	962.7 (273)	20.9 (5.9)
Volkswerft Stralsund	2,553 (2,422)	2,656.6 (2,405)	81.9 (74.1)

c. Production Development Capacity

<u>Product, both new construction and refitting</u>	<u>31.12.52 Capacity as of 000 DME</u>	<u>Capacity increase through investment since 31.12.52 000 DME</u>	<u>Planned total 31.12.55 000 DME</u>
High seas vessels	263,179	27,000	340,991.2
Fishing vessels	237,128	18,211	292,882
Pontoons	12,800	500	14,400

d. Amount of Difference of Actual below Planned Totals

	<u>000 DME</u>	<u>% of Fulfillment</u>	<u>Installation</u>
HV - Total	7,603.2 (7,381)	82.5 (80)	Warnowerft, Neptunwerft, Werft Rossau, Schiffbau Stralsund, Yachtwerft Berlin, Werften Rothensee, Gehlsdorf, Uebigau, Oderberg, Fuerstenberg, Rechlin, Schiffsmontage Rostock, Schiffselektrik Rostock, Schiffsbauversuchs- Anstalt Potsdam.
Main installations	7,007.2 (6,949)	83.5 (80.5)	
Subsidiary installations	596 (432.1)	70.5 (69.5)	
Cultural services	-	142 (200)	
Social services - adult	66.6 ( - )	89 (100.1)	Warnowerft Warnemunde, Werft Rossau.
Health	223.2 (125.6)	14.4 (9)	Neptunwerft Rostock, Volkswerft Stralsund.
Youth services	302.3 (286.5)	65.8 (52.5)	Thesenwerft Wismar, Volkswerft Stralsund, Werft Rossau.
Youth and Sport	22.8 (44.2)	92 (83)	

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2. Summarized Analysis of Actual HV Production as of 25 July 1953 compared with Planned Production.

- a. The details of production given in paragraph 1a refer to the old budget figures disregarding the statutory reduction in investment costs of 6% and the progress made in investment projects in July 1953 under TDM 100; so that the percentage achievement is higher, even based on the old undiminished budget. Moreover, the progress made on single items has been slowed down on account of the measures introduced in June 1953 to curtail the budget.
- b. The provisions in the new budget for investment projects have met with difficulties in the DIB on account of missing plans already approved. These investment holders are at the moment busy drawing up new plans, including the plans for completion. Until these new plans have been drawn up, when the HV will have new target figures, a general picture of the achievement of the new investment plans cannot be drawn.
- c. A meeting proposed by the Ministry between 17 and 29 August 1953 with the investment holders, on the feasibility of achieving the new plans was considered injudicious as the investment holders would only be disturbed in their task of drawing up investment plans and the final date of completion of these plans would be delayed. Therefore, no review of the progress of plans in the light of the reduced investment plan can be given as of 25 August 1953.
- d. A reduction in HV investment plans is not anticipated in the subsidiary installations.
- e.
  - (1) In the plan dealing with social installations, an 11% achievement of TDM 66.6 was caused by the Warnowwerft Warnemunde plans not being available until the middle of June, owing to the late arrival of documents from the technical constructional designing office (Bautechnischen Entwurfsbüro) in Rostock. This meant that work could not start as planned. In the Rossau dockyard the planned work was delayed because the necessary deck plates were not delivered on time. The delayed completion will be made good in the course of the year.
  - (2) The health installations plan has a backlog of 86.6% with TDM 223.2.
  - (3) At the Neptunwerft, Rostock, work could not begin at the time planned as the doctor and the Rostock Health Office could not agree on the plans drawn up by the works' technical constructional planning office, so these plans had to be changed. It is hoped the delay will be made good during the course of the planning year.
  - (4) The Volkswerft Stralsund could not start the children's nursery as planned because the technical construction designs were not delivered until July. The delay in the Volkswerft Stralsund, due to late delivery of designs by the Planning Office, has been made good to some extent. The rest should be made good during the planning year.
  - (5) The Youth Plan shows a backlog of 34.2% with TDM 302.3.
  - (6) The Mathias-Thesenwerft Wismar has a backlog because the estimate of money needed for the work according to the designs and assessed by the Bau-Union Wismar was insufficient. The difference was not available and the designs had to be altered.

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- (7) The backlog at the Rosslau yard was caused by Bau-Union Bitterfeld, which did not have the steel for concrete work ready in time. The backlog will be made good by introducing three shifts as agreed with the Bau-Union.
- (8) In the Youth and Sport section of the plan as seen in paragraph 1d, there is a backlog of 8% with TDM 22.8. An actual backlog does not exist in the plans as this refers to backlogs in projects under TDM 100 for which no report by investment holders was necessary for July 1953.
- f. Owing to the reduction in the budget, the lack of labor forces and heavy building apparatus which occurred in the preceding months has been offset by the investment holders.
- g. Seamless pipes, steel pipes, screwed pipes, rail materials, crane engines are in short supply and the plan is thus, in general, delayed. Attempts will be made to dispose of these shortages in materials by instructions to the offices responsible.

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